



Chaotic

Monthly Newsletter of the Darling Downs Soaring Club June 2006

President's Report by Jenny

Mother Nature put on a very poor summer for us being but she seems to be making up for it in Autumn. Nearly every weekend over the last month we've had flights of 300kms achieved, and you can see from the long list of achievements below that the weather has been quite exceptional, and our club activity been good.

Congratulations

- Ziggy Kuisak – (second) first solo after a long break



Damien with father Dennis

- Damien Wooldridge – first solo at age 15
- Chad Nowak - Mosquito conversion, 5 hours, Diamond Goal and Gold Distance
- Michael Mowbray - LS7 conversion
- AJ Wesley – Hornet and LS7 conversions
- Gerard Reiter – Silver height and distance
- Koert Schonewille – Diamond Goal
- Barry Daniel – Level 1 Instructor Rating (after a long break from instructing)
- Pearce Mitchell – Level 1 Instructor Rating

Thanks

- John Hook –donating the blue trailer which he has fixed up for us (we need a volunteer to take it to Dalby to register it sometime)
- Robert Hart – donation of computer

- Brett Kettle, Bob Flood and Mike Codling for FLARM setup in the piecart (ongoing)
- Brian Hofmeister – donation of vario for MLR
- Paul Bart – design of new flight management software which we will implement soon.
- Russell Bennett – donation of barograph
- Peter Bell – fixing up the hangar door rails on the new hangar.
- Ian Murray – painting the new office

Sorry if I've missed anyone else.

New Members

Welcome to the following new members:

- Andrew Huggins
- Ross Harris
- Ziggy Kuisak
- Franz Pulikkottil

Sports Psychology Lectures

GQ has organised a series of 3 workshops over the winter season to focus on Sports Psychology. These sessions are to be run by a qualified sports psychologist and the sessions are funded directly by GQ.

The sessions are **FREE** and open to **ALL MEMBERS**, not just competition or cross country pilots. The sessions will be relevant to all aspects of gliding, from learning to fly to experienced experts.

The first session is to be an introduction to sports psychology with a workshop exercise on relaxation. The second session shall follow on from the first with further sports psychology concepts and exercises. The third session will have a focus on competition preparation.

You may attend all or some of the sessions however, you will gain the most if you can attend the series and continue to develop your understanding of sports psychology.

The first session was held last week. With a follow up soon please contact Lisa Turner for details.

LisaHDK@hotmail.com or 0419 776 175

New Zealand Omarama Expedition

A few months back I asked for expressions of interest in a DDSC expedition to Omarama. So far I have 13 members who are either "certainties" or "interested". At this stage the dates are looking to be in a window of 14th January 2007 till the end of Jan or first few days of Feb. Caravans are available for hire on site, or tents, or if someone is feeling upmarket a chalet or hotel accommodation on the airfield can also be available. The Omarama club tow plane should also be available over this period, and club gilders would be available for hire at club rates. Nigel Ackroyd (our regular NZ visiting pilot) will make more definite arrangements on instructors, aircraft and options, once we finalise numbers,

so I will need to get an idea of definite numbers soon. Please email me at libelle@optusnet.com.au or ring 0417629782 within the next 6 weeks.

Xmas in July

This will be on again soon, 22nd July, see below for details. It is always good fun with Santa and all the trimmings.

GFA AGM and Seminar

We won't be flying on 23 September as we have decided to make the day available for members to attend the GFA AGM and Seminar in Brisbane. This is the first time in GFA's history that an annual general meeting will be held outside Melbourne.

The AGM will be a small part of the day, and the Seminar will be well worth attending. There will be displays from See You, OzFLARM, and other glider technology. Speakers will be Gavin Wills (NZ Mountain pilot guru), Peter Newport (NZ Grand Prix), George Lee (3 times world champion), and others.

As the media and general public are invited to the seminar, we will have some sort of DDSC display as well. Please consider attending – it will be held at Robertson Gardens, 281 Kessels Rd, Robertson http://www.robertsongardens.com.au/leisure_map.shtml (Editors note, this I believe is the first time we Queenslanders have wrestled away such auspicious event, it should be big with trade stands and such, please support the event and show there is another view of gliding... Queensland View)



06 **National Gliding Seminar**
Brisbane Sept 23

icons youth technology future

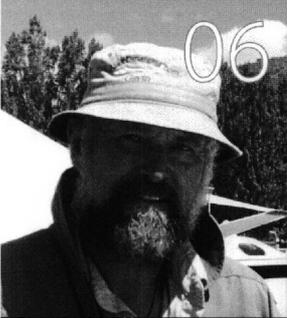
including
Peter Temple
Terry Cubley
George Lees
more speakers to be confirmed

this event includes the
GFA AGM &
Awards Dinner

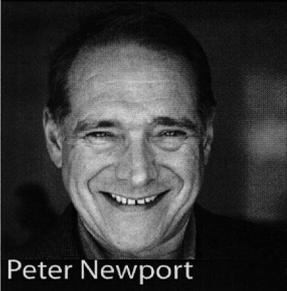
put it in your diary now

full details visit www.gfa.org.au

key speakers



Gavin Wills



Peter Newport

Performance Week 25-29 September

Performance Cross Country Coaching week will be held from 25-29 September. There may be limited places – contact Ralph for more information.

Great South East

A few weeks ago, John Knox Radio Newsreader, Tug Pilot and all round good guy took Kay McGrath (TV News presenter for Channel 7) for a ride in a glider, along with cameras. The segment will be shown on the Great South East on Sunday the 18th June.

Tugs and Costs

Unfortunately we don't have much progress to report on the re-engining of SWR. Because the damage done to the engine when it failed was unknown, it has taken us down a couple of blind alleys and we are still trying to find an acceptable cost effective answer. The Committee is hopeful of having some firm answers in the next few weeks.

MLR is nearly run in and going well, so for the winter at least the single tug operation will continue for a little while yet.

With SWR's engine problems, there has been some consideration of whether the club returns to a single tug operation (the club has had a two tug operation for about 6 years to my knowledge). With increasing fuel prices and running two tugs on avgas (we may have to return to avgas for engine warranty and insurance reasons) tow charges may have to rise.

There has been some talk that running the same hours with one or two tugs is the same, but this is not so. When you insure two gliders, you have four wings, two tails, two rudders, two radios, etc etc, there is more cost. Put these additional costs with the cost of purchasing two assets instead of one and the costs are higher, when we really only use about 1.2 or 1.3 tugs - the second tug is a fill-in for a few hours a day maximum. The two tug operation becomes more cost effective the more hours the club flies.

So the choice on whether we maintain a two tug operation is one that the Committee wants feedback on. We would like to know whether you would prefer a cheaper operation with one tug, or can tolerate a slightly higher cost operation with two tugs. If you prefer two tug operation, what sort of costs on towing would start to prevent or hinder your flying? Please contact me or another committee member on your opinion on these issues.

Winching options have also been briefly considered, but when you do numbers on utilisation, a single tug operation, supported by winching results in less tug hours being flown and more expensive. It is also doubtful we could get support for winch-drivers and retrieve drivers etc, but again, if you have a view, please let us know.

In the longer term, once the club has got over the present 'cash flow' problems with two tug engine problems arising in the same year, other options should be explored. From an evaluation I did, one of the most attractive long-term answers is for the club to buy a two-seat training motor glider. This option gives us flexibility for training and can enable the club to do training courses mid week without tug pilots and support crews, and the right aircraft can also provide towing.

There are some other interesting things happening around on tug engine options. We are looking with interest as Boonah puts a Subaru engine in their C150 shell; a private group from Lake Keepit is re-engining a number of Pawnees with Chev 8 engines; Jabiru has sold their first glider tug to WA with 3 more to follow. All of these options will continue to be reviewed but as we have said before, our club is not in the business of research and development. When proven options are available, the club can then consider them.

If you have an opinion on all these issues, please don't sit on it and stew – please raise your concerns or queries. The Committee has given a lot of time and thought to these critical issues and would be happy to discuss it.

DDSC Annual General Meeting

The Annual General meeting has been brought forward a few weeks this year and will be held on 26th August. This year it will be held at the club. We have at least two people on the committee standing down – Bob Keen is standing down after his maximum 5 years (and a tremendous job done), and Brett Kettle is standing down due to work and travel commitments.

Last year we introduced the idea it would be good to have a new member, or a young member join the committee each year for an injection of fresh ideas and the new member's perspective. Last year both Chad and Brett joined the committee and this has been a great success.

It is early days yet, but if you would like to consider being a part of the committee, now is the time to start giving it some thought and talk to a committee member on what's involved.

Treasurers Report by Fran

Seeing that we have just had the annual subs charged to our accounts, I would like to give a brief rundown of where all the money goes every year.

- 1) Glider charges on your account should cover the form 2's, general maintenance, insurance costs. It should also cover the depreciation of the gliders and equipment (radios etc) but unfortunately it doesn't
- 2) Tug charges on your account are used to cover fuel, maintenance, insurance. It should cover replacement costs but again unfortunately is doesn't.
- 3) Accomodation/caravan charges are used to cover the electricity payments, rates & cleaning.
- 4) Annual subs cover. Printing, stationery, postage, audit fees. Insurance of buildings, & hangars keepers liability insurance, repair & maintenance of buildings, equipment (Tractors, pumps etc) trailers registration & insurance, parachute replacement and repacks, telephones, internet, and weather station. advertisements, bank charges. Lots and lots of other "one off" expenses, but the above are constant payments.

Just also a reminder in case anyone missed it I would also like to bring to the attention of all members that at the May general meeting it was agreed that flying rebates will only be paid to accounts that are \$5,000.00 + in credit. (Previously accounts \$1,000.00 in credit attracted a flying rebate.)

If anyone has any queries regarding any financial issues with the Club, please contact me and I am more than happy to go over any issues with you in depth.

Thank you to every one who is keeping more money than usual in their accounts to help with the purchase of an engine for SWR. When a suitable engine is sourced we should be able to purchase it without outside borrowing, if the price is kept below \$50,000.00. The committee will keep you informed on the engine procurement events.

10,000ft + in May, hope that June is better! Get out there and enjoy the good times.

A quick note also for anyone accepting credit card payments.. Duty Pilots Merchant banking (Credit cards)

The Club has now got Merchant banking facilities with the new bank account (after the club incorporation we are now inc.)

The swipe machine has been replaced with a new one.

It is still only for major bank credit cards, no American Express & no efpos.

There is need for authorization and the authorization number must be written on the imprint. This is acquired from the bank by ringing the bank on 132636, selecting option 2.

Information required:-

1. Last 7 digits of our merchant number (on machine)

2. Transaction type - that card is present.

3. card number

4. card expiry

5. transaction amount in cents without any decimal point ie \$10.20c would be 1020

Sorry, hope everyone can follow, a better document will be produced soon.

CFI report by Jeremy

Welcome to the clubs new instructors:

Barry Daniel

Pearce Mitchell

Andrew Huggins (level 3 from WA and new member)

Safety: incidents since March

1. The tug ran out of fuel, factors are pilot not current and not following club procedures. Fatigue and pressure to keep going when there is a queue of gliders waiting.
2. LS7 hitting nose on landing, poor pilot technique in x wind
3. 4 ground loops on landing in x wind, poor pilot technique in x wind
4. Landing accident at comps. Nimbus hit runway light with wing during low-level turn. Late decision to change runway a factor.

Jeremy Thompson (CFI) and Peter Bell (DDSC level 3 instructor) and Ralph Henderson (as Gliding Queensland president) attended the Gliding Queensland operations meeting. The purpose of the meeting is to discuss operational issues that have arisen in the last year and develop any ideas and changes that Mike Truitt (Queensland RTO) can take to the GFA operational meeting held in June in Melbourne.

All Queensland and Northern NSW club CFI.s and level 3 instructors were invited.

Accidents.

The following accidents were discussed in detail at the meeting:

1. Outlanding accident near Dalby IS29. Failures to select a suitable landing area and plan a circuit, Failure to maintain a safe speed near the ground. Fatal injuries to pilot.
2. Landing accident Grob 103 at Boonah, aircraft write off. The aircraft was side slipped with full airbrake and when it was leveled off at about 50ft it stalled and crashed through the fence. Minor Injuries to student.
3. Outlanding accident south of Toowoomba, Hornet a write off. Poor paddock selection, misjudged circuit and landing (to high and fast) pilot also failed to fully deploy airbrakes. Inexperienced pilot who suffered minor injuries.
4. Landing accident at Caboolture. An ultralight pilot who built this motor glider but it is believed did not undertake gliding training. Flew aircraft registered as an ultralight. Flying with engine retracted ran out of height and speed turning base and spun from about 300ft. Fatal injuries to pilot.

Independent operators:

A future change to the requirements for independent operators, a silver C will not be required. A C certificate will suffice with approval from club.

Also Level 1 instructors who hold an independent operators rating will be able to instruct but not allow student to solo? More discussion with GFA at next months meeting to get a workable solution.

Motor glider endorsements: Mike Truitt is writing the requirements for a motor glider endorsement for GFA. There is some dispute about the requirements with GFA and it continues as work in progress

Instructor renewals:

Discussion about the number of hours required for renewal and should there be more solo hours? GFA continues to discuss.

Mutual flights

Mutual flights if pilot does not have a medical clearance. Operational advice 1/06 has been issued.



Koert returning from a 300km flight in winter

Flarm:

Jeremy Thompson and Ralph Henderson gave a talk on FLARM use in DDSC

Air Cadets:

The Air cadets have received some money from the RAAF and have purchased a Blanik, Ka6 and a Callair tug. They are having a hanger and clubhouse built at Warwick by the Army.

Low level finishes:

Operational directive 1/06 has been issued. CASA has changed the rules CAO 95.4 allowing finishes below 500ft under GFA control. A low-level finish endorsement will be required.

Discussion considered that GFA document was not complete but changes are not possible at this stage.

Coaching:

Ralph Henderson gave a talk as the new Gliding Queensland coach about what he intends to do and how coaching fits in with instructing.

New radio procedures for non-tower aerodromes (CTAF's):

Discussion about how the new procedures were going. No real issues advised.

Some words of wisdom from someone with little to give by Chad

OUTLANDING

Recently I was talking to a fellow club member about cross-country flying. This member said they were reluctant to venture too far from the field in fear of putting other club members out by landing out and needing to be retrieved. I can see this as being possibly "off putting" for any new cross-country pilot. Thinking back I can remember having similar feelings when I first ventured off into the distance, that is, until our wise (no, I wasn't going to say old) Treasurer imparted some wise words on to me. "We are a cross-country club, that is what we do, and landing out occasionally comes with the territory". So long as you help out wherever possible with other members retrieves you should not fear having to call for a retrieve. After all, sometimes the adventure only starts after you touch down.



Jo Davis returning from a 400km flight in winter

TURNING BACK

I have noticed that while flying cross-country some pilots tend to turn back after a low save or when things get hard (e.g. a blue day) and head for home. By pulling the plug at the first sign of hard times you will always be nervous and find it hard to continue whenever you encounter those same conditions. For example, I do not feel comfortable flying in low blue days. Therefore, during the winter months I'm planning on some short and safe cross-country flights (editors note, so outlanding it isn't such a long retrieval?) to practice in those conditions. Hopefully over time I will start to feel more comfortable when a day like that comes around at a competition. Recently on a trip to Miles I found that past Chinchilla was all blue and was tempted to turn for home. I'm glad I kept going as it

was challenging but rewarding. Robert Hart has always said to me that it's the challenging flights not the easy flights that stay in your mind. So far it's ringing true.

Secretarial Request from Tony

Time to start thinking about the Rex Teakle Award. This award is given to the most popular, worthy, contributing member over the last 12 months and it's up to you, the club members to vote. Each member is entitled to one vote and you should send your vote (preferably with a reason for your nomination) to me by phone, email or letter. They'll be collated and the winner will be announced at the AGM.

A photo of this award can be found on the website on the AGM page.

Past winners:

Allan Latemore, Shane McCaffrey, Bob Keen, Ralph Henderson, Murray Knight and Tony Cavanna.

Please could you send me the following information for the period 30th April 2005 - 30th April 2006.

- 1) The number of cross country flights over 50 km.
- 2) Number of Kilometers flown.
- 3) Longest cross country flight.

Please include flights and hours flown (other than hours in club gliders) from sites other than McCaffrey field.

These statistics will be published in the Australian Gliding magazine later in the year and on the GFA website.

Email: tonycavanna@ozemail.com.au

Telephone: 3262 1961

Christmas in July by Libby and Irene

Just a reminder about our Christmas in July. To be held at the club house on Saturday 22nd July we are having a 3 course dinner.

Starting with nibbles at 5.30-6.00pm, Dinner starts at 6.30pm

Entree:- Green Pea and Succulent Ham soup

Main:- Tender Roast beef and roast glazed ham, Baked potatoes, baked pumpkin, farm fresh peas corn and carrots, cauliflower cheese

Sweets:- Custard, ice-cream and plum pudding.

we need approximate numbers by the 30th June please.

Should you need to contact the Committee or others see below.

Committee Members

President	Jenny Thompson	0417 629 782	Planning & Development, Communication, Grants, Interclub Activities, Expeditions Vice President Gliding Queensland
Secretary	Tony Cavanna	3262 1961	Secretary, Correspondence, Website, Computers.

Treasurer	Fran Ning	0418 186 494	Treasurer, Insurance, Budgets, Finance
Tugmaster	Bob Keen	0429 639 770	Tugmaster
Airworthiness	Graham Hennessy	0429 170648	Airworthiness, Radios
Chief Flying Instructor	Jeremy Thompson	3883 3139 (h)	Instructor rosters, flying standards, Safety.
Committee Member	Brett Kettle	0410325022	Marketing, Advertising and Promotions
Committee Member	Chad Nowak	0431862553	Airfield, Buildings & Grounds, Working Bees.
Committee Member	Bob Flood	0413 261121	Enquiries Officer, Chief Duty Pilot, Membership.
Committee Member	Keith Allen	0412 255 879	CHAOTIC Editor

Non Committee Contacts

Charlie Downes		Airspace
Richard Armstrong		Parachutes
Libby Matuszczak, Irene Thompson	0409 140 954 0409 051 566	Social Club, Trophies, Parties & Awards Officers
Robert Hart		Cross Country Chair, Computers
John Knox	0411 143 772	Club Publicity/Promotions/Marketing
Lex McQueen	0418 730 288	
Mike Codling		Weather Station
Ralph Henderson	0409 596 579	Queensland Sports Coach

Date	Event	Place	Contact
23 Jun	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
24 Jun - 9 Jul	Charters Towers Regatta (dates to be confirmed)	Charters Towers	Robert Hart
15 Jul	Instructor Panel Meeting	McCaffrey Field	Jeremy Thompson
28 Jul	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
12 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
12 Aug	Instructor Panel AGM	To be announced.	Jeremy Thompson
25 Aug	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
26 Aug	DDSC AGM	To be announced.	Tony Cavanna
26 Aug	Mini Comp. Task and weather briefing at 9am	McCaffrey Field	Jenny Thompson
29 Sep	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Oct - 7 Oct	State Gliding Competiton	Southern Downs Soaring Club, Warwick	Ivor Harris (President)
28 Oct	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
1 Nov - 17 Nov	RAFGSA Expedition (tentative)	McCaffrey Field	Jenny Thompson
24 Nov	Friday Flying (volunteer coordinator needed)	McCaffrey Field	Tony Cavanna
2 Dec	Christmas Party	McCaffrey Field	Jenny Thompson

		Instructors	Tug Pilots	Duty Pilots
June	Saturday 3rd	T Cavanna B Keen	R Bradley	Greg Valler (AEI) Michaeler Valler
	Sunday 4th	R Bennett M Codling	Jenny Thompson	Brett Kettle (A) AJ Wesley
	Saturday 10th	J Thompson R Hoskings	J Knox	Bob Flood (AEI) Graham Hennessey
	Sunday 11th	P Bell R Henderson	Jeremy Thompson	Peter Wetherspoon (AEI) John Hook
	Saturday 17th	J Thompson A Wetherspoon	B Hofmeister	Jo Davis Michael Mowbray
	Sunday 18th	C Downes B Daniel	M Robertson	Keith Allen (AEI) Robert Percy
	Saturday 24th	J Thompson P Mitchell	D Cramer	Richard Armstrong Paul Bart (A)
	Sunday 25th	R Hart J Grosser	G Kurstjens	Ben Bezuidenhout Neil Muspratt

		Instructors	Tug Pilots	Duty Pilots
July	Saturday 1st	T Cavanna B Keen	L McQueen	Steve Harris (AEI) Alan Midwood
	Sunday 2nd	R Bennett M Codling	D Baartz	Libby Matuszczak(AEI) Peter Davison (AEI)
	Saturday 8th	J Thompson R Hoskings	F Ning	Bob Flood (A) Graham Hennessey
	Sunday 9th	P Bell R Henderson	P Kustjens	Gavin Field Joan Robinson
	Saturday 15th	J Thompson A Wetherspoon	A Straume	Jo Davis Michael Mowbray
	Sunday 16th	C Downes B Daniel	G Pitman	Peter Wetherspoon (AEI) John Hook
	Saturday 22nd	J Thompson P Mitchell	J Knox	Keith Allen (AEI) Robert Percy
	Sunday 23rd	R Hart J Grosser	B Keen	Brian Rolfe (A) Phil Downey
	Saturday 29 th	J Thompson B Keen	R Bradley	Chad Nowak
	Sunday 30 th	P Bell R Hoskings	Jenny Thompson	David Ferguson (A) Roly Sundell

		Instructors	Tug Pilots	Duty Pilots
August	Saturday 5th	T Cavanna B Keen	Jeremy Thompson	Greg Valler (AEI) Michaeler Valler
	Sunday 6th	R Bennett M Codling	Des Cramer	Brett Kettle (A) AJ Wesley
	Saturday 12 th	J Thompson A Huggins	Mark Robertson	Bob Flood (AEI) Graham Hennessey
	Sunday 13th	P Bell R Henderson	Gerrit Kurstjens	Peter Wetherspoon (AEI) John Hook
	Saturday 19th	J Thompson R Hoskings	Des bartz	Jo Davis Michael Mowbray
	Sunday 20th	C Downes B Daniel	Brian Hofmeister	Keith Allen (AEI) Robert Percy
	Saturday 26th	J Thompson P Mitchell	Lex McQueen	Richard Armstrong Paul Bart (A)
	Sunday 27th	T Cavanna J Grosser	Fran Ning	Ben Bezuidenhout Neil Muspratt



Damien Wooldridge. First solo flight at age 15